U.S. Department of Transportation
United States Coast Guard

Commandant
United States Coast Guard

2100 Second Street SW
Washington DC, 20593-0001
Staff Symbol: G-OCA
Phone: (202) 267-2871

COMDTINST 3710.5A

DEC 13 1999

COMMANDANT INSTRUCTION 3710.5A

Subj: AIRCRAFT EMPLOYMENT STANDARDS FOR DAYS DEPLOYED ABOARD SHIP (DDAS) AND DAYS AWAY FROM HOME STATION (DAHS)

Ref: (a) Aeronautical Engineering Maintenance Management Manual, COMDTINST M13020.1(series)

1. PURPOSE. To provide guidelines for aircraft employment to operational commanders and planning staffs. Enclosure (1) provides a derivation of the standards and definitions of the terms used. Enclosure (2) lists the standards as they are applied to each Air Station. Enclosure (3) gives examples of how the standards are applied to various situations.

2. ACTION. Area, district, and unit commanders shall be guided by this Instruction in all matters relating to aircraft facilities including planning, management, and evaluation. Nonetheless, commanders responsible for aircraft schedules and deployments may authorize deviations from Aircraft Employment Standards as required by specific operational necessities. In these cases, consideration must be given to maintaining unit mission capability and identifying funding sources to defray increased deployment costs.

3. DIRECTIVES AFFECTED. Aircraft Employment Standards, COMDTINST 3710.5 is cancelled.

4. DISCUSSION.

   a. This revised Instruction promulgates employment standards that more accurately reflect unit capability based on current resource levels. Establishing a standard for employment of aviation assets enables those who manage aircraft to maximize use of this resource, within the applicable guidelines, while relieving small units from excessive days deployed and associated increased costs. It is important to note that when meeting this standard, training and pre-deployment work-ups away from home

DISTRIBUTION – SDL No. 136

| | a | b | c | d | e | f | g | h | i | j | k | l | m | n | o | p | q | r | s | t | u | v | w | x | y | z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 2 | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| B | | 8 | *20 | | 1 | | | | | | 6 | 30 | | 1 | | | | | | | 2 | | | | | |
| C | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| D | | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| E | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F | | | | | | | | | | | | | | | | | | | | | | | | | | |
| G | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H | | | | | | | | | | | | | | | | | | | | | | | | | | |

NON-STANDARD DISTRIBUTION: *6 extra copies to MLC's

station count equally against the standard (DDAS or DAHS, according to the definitions in enclosure (1)).

b. Operational commanders requesting a change to published DDAS and/or DAHS shall submit recommendations to Headquarters via Area Regional Strategic Assessments. The justification should articulate outcome-based results and clearly describe expected funding issues regarding maintenance, operational support, and personnel. If a recommended change is not supported by current funding models, the Headquarters Program Manager will use the provided justification to pursue required funding via the Coast Guard budget process.

5. POLICY.

a. The Commandant's policy is to prescribe the maximum number of days deployed for each aircraft, taking into consideration crew limitations, maintenance requirements, and funding constraints. Coast Guard aircraft logistical funding and planning provides for an average operational aircraft fleet availability of 71% per reference (a). Operational commanders should expect deployed aircraft to maintain an average availability of 71% and plan accordingly. All deployment after-action reports shall include the calculation for aircraft availability and the mission success rate for the deployment period. Units publishing post-deployment reports shall provide copies to the Commanding Officer, Aircraft Repair and Supply Center (ARSC), the Chief, Office of Aviation Management (G-OCA), and the Chief, Office of Aeronautical Engineering (G-SEA).

b. Some operational tasking may allow more effective utilization of aircraft operating from their parent command vice deployed, and the maximum number of days deployed may not be met or desired. Operational commanders and staffs will use the Aircraft Employment Standards as a guide in the management and use of aviation resources.

Ernest R. Riutta
**Rear Admiral, U.S. Coast Guard**
**Assistant Commandant for Operations**

Encl: (1) Derivation of Standards and Definitions
(2) Aircraft Employment Standards
(3) Examples for Use of Aircraft Employment Standards

## DERIVATION OF AIRCRAFT EMPLOYMENT STANDARDS

1. Many terms used to define Aircraft Employment Standards are consistent with terms found in the Abstract of Operations Reports Manual, COMDTINST M3127.7 (series). This Instruction was developed with the idea of maintaining compatibility between the two.

2. Factors used to form the standards include training, logistics and maintenance requirements, temporary additional duty (TAD), leave and liberty policy, and nature of intended deployment. Currently the standards pertain to shipboard deployments of helicopters and Days Away from Home Station (DAHS) for all aircraft. This Instruction will be updated, as these standards are further refined.

3. The standards recognize several categories of aircraft based on their operational tasking: (1) three-helicopter units assigned to a geographic area based on search and rescue (SAR) coverage requirements, tasked to maintain a single continuous rapid response (B-0) capability; (2) four-helicopter units assigned to a geographic area based on SAR coverage requirements, and tasked with a single continuous rapid response (B-0); the fourth aircraft assigned to these units is designated as a scheduled mission aircraft, capable of deploying for up to 200 days; (3) five-helicopter units assigned to a geographic area based on SAR coverage requirements, and tasked with a dual continuous rapid response capability (2xB-0); (4) seven helicopter units assigned to a geographic area based on SAR coverage requirements, and tasked with a dual continuous rapid response (2xB-0) capability; and (5) units resourced to support special mission requirements such as Polar Operations Division (POPDIV) or Alaska Patrol (ALPAT). Variations of these categories exist; units not included in one of the categories above are listed separately.

4. For helicopters, 10 DAHS per aircraft are calculated as a minimum to allow for land based operations, ferry flights, aircraft broken away from home base or other operations away from parent air station. For fixed wing aircraft, 30 DAHS are calculated for a three aircraft unit, with an additional 200 days for units with one scheduled mission aircraft; 100 days each for additional scheduled mission aircraft.

## DEFINITION OF TERMS

1. Days Deployed Aboard Ship (DDAS). The number of days an aircraft is deployed aboard a ship. Emphasis is placed on deployed aboard a ship where the helicopter is attached to the cutter. Supporting the cutter from a land based facility, completing a shipboard touch and go pattern, or even performing a shipboard refueling sequence do not, in themselves, constitute a DDAS. When operational necessity requires that DDAS limits be exceeded, schedules in the succeeding year should be decreased so that a unit's two-year DDAS average will not exceed the limit.

2. Days Away From Home Station (DAHS). The number of days an aircraft is away from the parent command on any mission for a continuous period of 12 or more hours. Days supporting Air Facilities do not count towards the DAHS total. When operational necessity requires that DAHS limits be exceeded, schedules in the succeeding year should be decreased so that the unit's two-year DAHS average will not exceed the limit.

AIRCRAFT EMPLOYMENT STANDARDS

| UNIT | DDAS* | DAHS |
|---|---|---|
| Cape Cod- | | |
| (4) HU-25 | N/A | 230 |
| (4) HH-60 | TBD | 240 |
| Atlantic City- | | |
| (7) HH-65 | 310(see note 5) | 70 |
| Elizabeth City- | | |
| (5) C-130 | N/A | 230 |
| One C-130 400 hr augment | | 50 |
| (3) HH-60 | TBD | 30 |
| Savannah- | | |
| (5) HH-65 | 90 | 50 |
| One 155 hr augment | 20 | |
| Miami- | | |
| (8) HU-25 | N/A | 760(see note 1) |
| (9) HH-65 | 1000(see note 2) | 90 |
| Borinquen- | | |
| (4) HH-65 | 256 | 40 |
| One 155 hr augment | 20 | |
| (3) HU-25 | N/A | 30 |
| Clearwater- | | |
| (7) HC-130 | N/A | 430 |
| Two C-130 400hr augments | | 100 |
| (12) HH-60 | TBD | 1895(see notes 1, 2) |
| Mobile- | | |
| (3) HU-25 | N/A | 30 |
| (4) HH-65 (POPDIV) | 440 | 40 |
| New Orleans- | | |
| (5) HH-65 | 90 | 50 |
| Houston- | | |
| (4) HH-65 | 256 | 40 |
| Corpus Christi- | | |
| (3) HU-25 | N/A | 30(see note 3) |
| (3) HH-65 | 56 | 30 |
| San Diego- | | |
| (3) HH-60 | TBD | 30 |

| UNIT | DDAS* | DAHS |
|---|---|---|
| Los Angeles- | | |
| (3) HH-65 | 56 | 30 |
| San Francisco- | | |
| (4) HH-65 | 256 | 40 |
| Sacramento- | | |
| (4) HC-130 | N/A | 230 |
| Two C-130 400 hr augments | | 100 |
| Humboldt Bay- | | |
| (3) HH-65 | 56 | 30 |
| North Bend- | | |
| (5) HH-65 | 90 | 50 |
| Astoria- | | |
| (3) HH-60 | TBD | 30 |
| Port Angeles- | | |
| (3) HH-65 | 56 | 30 |
| Sitka- | | |
| (3) HH-60 | TBD | 30 |
| Kodiak- | | |
| (4) HH-60 | TBD | 40(see note 6) |
| (6) HC-130 | N/A | 330 |
| Two C-130 400 hr augments | | 100 |
| (5) HH-65 (ALPAT) | 710(see note 2) | 50 |
| Barbers Point- | | |
| (4) HC-130 | N/A | 230 |
| (4) HH-65 | 256 | 40 |
| Traverse City | | |
| (5) HH-65 | 140(see note 4) | 50 |
| Detroit | | |
| (3) HH-65 | 56 | 30 |

**NOTES**

DDAS* This figure indicates the number of days helicopters are capable of deploying aboard ships per the DDAS definition. (If DAHS limit has been reached, DDAS can be converted to DAHS. Such transfers are permitted as long as the total annual deployed days does not exceed the above combined DDAS/DAHS total. DAHS should not be converted to DDAS due to increased maintenance costs associated with DDAS.)

(1) DAHS to accommodate special operations consisting of a 365 day deployment requirement. The number of 365-day requirements will drive the number of scheduled mission aircraft required for support.

(2) These standards (number of days deployed/away) can only be accurately calculated to a point. However, when calculating air stations with large numbers of scheduled mission aircraft (i.e., more than two), the cumulative affect of aircraft transiting to and from the OPAREA, and the increased down time competing for maintenance/parts will reduce the total number of DDAS/DAHS.

(3) Actual DAHS will vary based on Air Eye tasking. If DAHS exceed 30, unit SAR readiness may be negatively impacted due to decreased aircraft availability.

(4) Air Station Traverse City operates AIRFAC for only 6 months, which enables 50 additional DDAS.

(5) Air Station Atlantic City supports AIRFAC Gabreski with a dual crew from 15 April to 15 October and maintains a second B-0 at the parent command. Supporting the AIRFAC with a dual crew reduces their DDAS standard requirement by 180 days.

(6) Air Station Kodiak supports AIRFAC Cordova from 15 April to 15 October. Days supporting AIRFACs do not count towards the DAHS total.

## USE OF AIRCRAFT EMPLOYMENT STANDARDS

The following examples illustrate use of the Aircraft Employment Standards:

Example 1-HH-65A (3 helicopter unit/B-0 response requirement)

Based on historical availability, personnel, and maintenance, a three-helicopter H-65 unit can support 56 DDAS. These units may not have a complete Helicopter Support Kit (HSK) which may require the use of one from a larger unit. In addition, 30 DAHS are authorized.

Example 2-HH-65A (4 helicopter unit/B-0 response requirement)

These units can support the same 56 DDAS as those in example 1. In addition, because they are staffed for, and assigned a fourth aircraft, they can deploy an additional 200 DDAS. These units would most likely have a complete HSK. In addition, 40 DAHS are authorized.

Example 3-HH65A (5 helicopter unit/2-B-0 response requirement)

These units can support 90 DDAS. While they support two B-0 requirements, one at the home unit and a second at an air facility, which is not co-located, they have enough personnel to also support additional deployment capability.

Example 4-HU-25, HC-130, or HH-60 (3 aircraft unit/B-0 response requirement)

These units can support 30 DAHS based on unit infrastructure (personnel, funding and maintenance).

Example 5-HC-130 (5 aircraft unit/B-0 response requirement)

This unit can support 230 DAHS based on each of the 2 scheduled mission aircraft deploying for 100 days each plus the 30 days provided by the 3 aircraft supporting a B-0 requirement.

Example 6-HC-130 (7 aircraft unit/B-0 response requirement)

This unit can support 430 DAHS based on each of the four scheduled mission aircraft deploying for 100 days plus the 30 days provided by the 3 aircraft supporting a B-0 requirement.

## NON STANDARD REQUIREMENTS

Units requiring aircraft to support 365 DAHS per year require special consideration. More than one aircraft and crew are required to support this requirement. These considerations are compounded when numerous simultaneously deployed aircraft are required from one unit. Currently, Air Stations Clearwater and Miami have this requirement. Because of this, DAHS for these units are developed separately by Commandant (G-OCA).